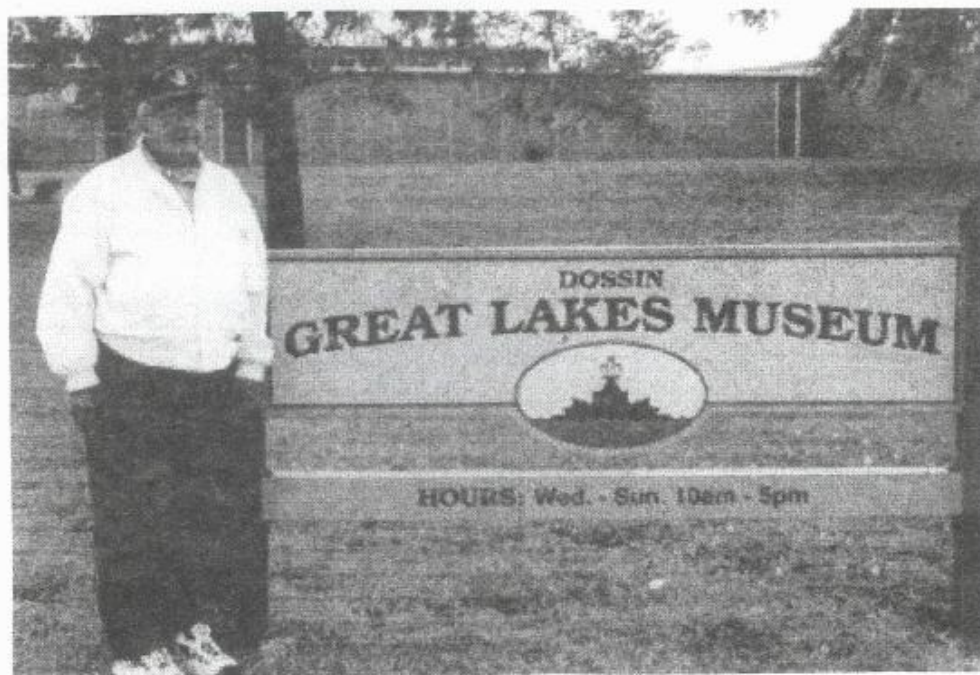




2000-4



PREZ. JACK HINKLEY Check's out the Museum  
October 14, 2000.

**JOURNAL OF THE SHIPS-IN-BOTTLES ASSOCIATION OF  
AMERICA INC.**

# The Bottle Shipwright

**THE BOTTLE SHIPWRIGHT** is the journal of the Ships-in-Bottles Association of America. Production and mailing are handled by unpaid volunteer members of the association. The journal is published quarterly and is dedicated to the promotion of the traditional nautical art of building ships in bottles.

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**MEMBERSHIP** in the Association is open to any person, regardless of ability as a Ship-in-Bottle builder. For a membership application, please write to the Membership Chairman—Don Hubbard, P. O. Box 180550, Coronado, CA 92178-0550 U.S.A. **ANNUAL DUES** ARE \$ 25.00 per year, for both North American and Overseas members, except for Overseas members wishing to receive The Bottle Shipwright, via First Class Mail. The dues for those members are \$28.00 per year. Dues should be sent to Don Hubbard at the above address.

**DO NOT SEND CASH. SEND CHECK OR MONEY ORDER ONLY.**

**ARTICLES & PHOTOGRAPHS** for publication in **THE BOTTLE SHIPWRIGHT** should be sent to the editor at 5075 FREEPORT DRIVE, SPRING HILL, FLORIDA 34606 U.S.A. Material which should be returned to the sender should be clearly indicated. Every effort will be made to safeguard such material, but the association cannot be held responsible for loss or damage. The Editor may be required to modify articles or submissions within the context of the original to fit the format and page length of the publication. **WRITTEN AND SIGNED PERMISSION MUST ACCOMPANY ANY MATERIALS SUBMITTED.** Articles taken from another publication will not be used without express written permission, from that publication. A copy of the permission slip to be used appears in each issue of **THE BOTTLE SHIPWRIGHT**. Anyone submitting materials for publication in The Bottle Shipwright, may make as many photo copies as needed, or obtain additional copies, by sending a S.A.S.E. to the Editor at the address above

**DEADLINE** for submission is the second month of each quarter.



**BACK ISSUES** of The Bottle Shipwright are available from SAUL BOBROFF, 31 WASHINGTON STREET, BEVERLY, MA 01915 U.S.A. Cost is \$4.00 per issue for North American Members including postage. Overseas members cost is \$6.00 per issue. Please send check or money order payable to Saul Bobroff. **BADGES, PATCHES, DECALS**, for the Ships-in -Bottles Association of America are available from RAY HANDWERKER, 5075 FREEPORT DRIVE, SPRING HILL, FL 34606. Please send check or money order payable to RAY HANDWERKER. The 4 inch embroidered patches are \$3.00 each. The 3 inch decals with easy peel backing are \$1.25 each or 2 for \$2.00. The 3 inch metal badge with our emblem is \$4.00 each

Why is it that when you transport something by car it is called shipment,  
but when you transport something by ship its called cargo?

# The Bottle Shipwright

Volume 18.

Number 4.

## Association Officers

JACK HINKLEY.....President  
FRANK SKURKA.....Vice President  
DON HUBBARD.....Membership  
ADAM MELLO.....Treasurer  
RAY HANDWERKER.....Editor  
SAUL BOBROFF.....Back Issues  
RAY HANDWERKER.....Decals / Patches

## Regular Features

FROM THE PRESIDENT  
FROM THE EDITOR  
FROM THE MEMBERS  
BOOK REVIEWS

ON THE COVER--Prez , Jack Hinkley BACK COVER-- Joe Barr and Jack  
at the Dossin Great Lakes Museum. Hinkley at the Museum.

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As you get older, you find yourself thinking more and more about the hereafter. You go into a room to get something and ask yourself, "What am I hereafter?"



THAT IS ALL!

.....ATTENTION ON DECK! THIS IS THE CAPTAIN!!

Once again I want to wish all of our members ,  
wherever in the world they might be, a very merry and  
happy and healthy holiday season.

Jack.

And an excerpt form a letter from Tamako Okada.

" It is with sincere regret that I must inform you of  
my intent to resign as a member of the Japanese SIB  
Association. I know that you do not ask for thanks for  
your generous expenditure of time and effort to our  
association, however: I would like express to you, at  
least in this small way, my thanks and appreciation  
for the time and trouble you took to keep sending me  
the quarterly bulletin. Had my husband still been here,  
he would surely have appreciated your unselfish efforts  
and cooperation.

With all my best wishes.  
Tamako Okada.

HIT THE BOTTLE

*Jack*



Send Material for the Editor to-----  
5075 Freeport Drive, Spring Hill, Fl., 34606.  
E-Mail-bt1shprt @ innet.com.

*Ray Handwerker*



First let me say that I hope all of you had a Merry, Happy and Safe holiday, and I apologize for being late with this last issue of the journal for 2000. Also let me apologize for the snafu with the " dues are due " notice some of you received in error. And thanks to all of you that sent in the photo's , tips, and articles that made it possible for me to put out your journal. Keep those coming for this year if you would. Because with out your input I cannot put out this journal. Nancy and I wish all of you a healthy and prosperous 2001.

Now let's refill those bottles.

**WELCOME ABOARD NEW MEMBERS.**

Dieter H. Baumstark, 1261 NE 85th St. Maimi, Florida. 33138  
Daniel J. Deschene, 29 Watercress Ct. Coventry, Rhode Island. 02816.  
John W. Higginson, 23 Normanby St. Swinton, Manchester M27 9TL England.  
Kenneth E. Horn, 1087 Myrtle Dr. S.B. California. 92410.  
Robert Little, 474 Harbor Lights La. Port Hueneme, California. 93041.  
Steven B. Rigdon, 6302 Wilson Grove Rd. Charlotte, North Carolina. 28227.  
Elmer E. White, P.O.Box 131010, Ann Arbor, Michigan. 48113.

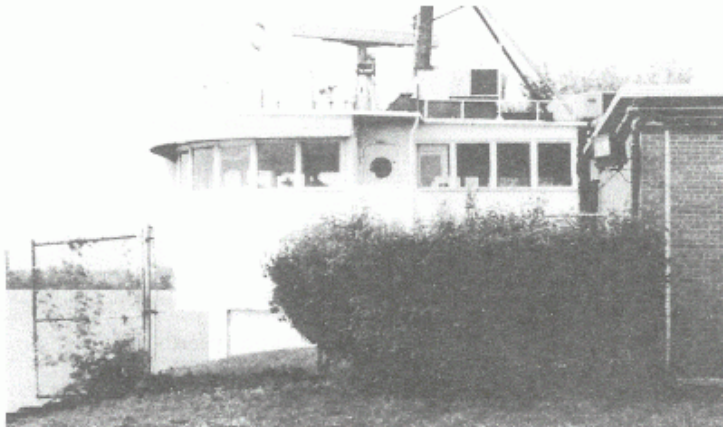
**WELCOME BACK.**

William Christian, 3412 Huckabay Circle, Raleigh, North Carolina. 27619

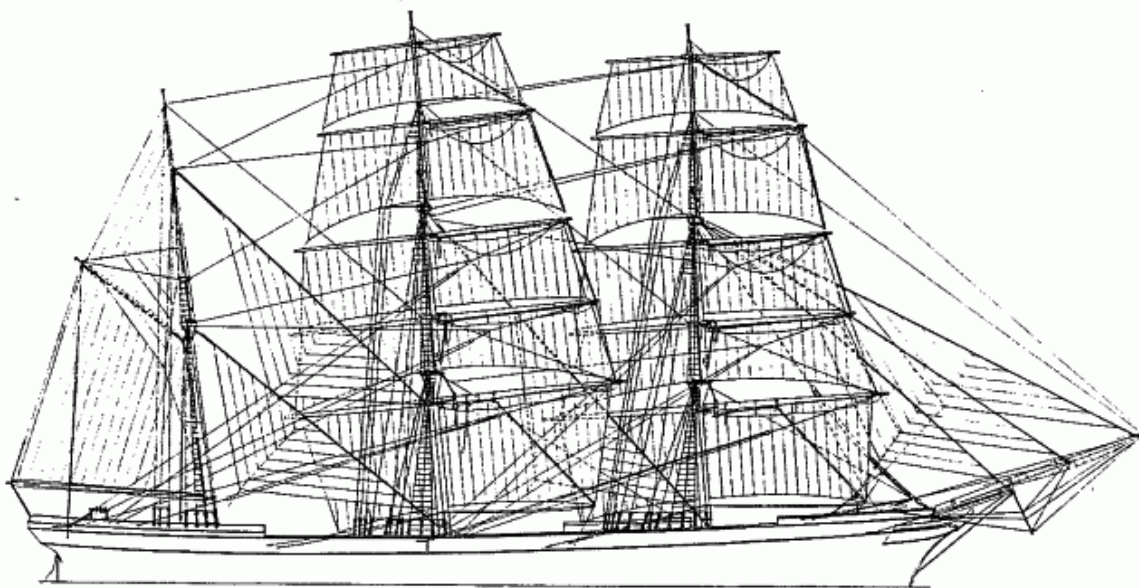
**ADDRESS CHANGES.**

Alan Achor, 781 Pinon Ct. Sunnyvale, California. 94086.  
Ray Carlson, 6038 Harry Burton Rd. Marion, Maryland. 21838.  
William A. Macchi, 884 Tartan Dr. Venice, Florida. 34293.  
Robert Zink, 25306 Saddle St. Levenworth, Washington. 98826.

If I missed anyone, my apologies, and drop me a line for a correction in the next issue.



Above photo is the pilot house of a great lakes steamboat now being used as an observation deck at the Dossin Museum. Photo courtesy of Jack Hinkley.



## *Star of India*

launched *Enterprise*,  
Ramsey, Isle of Man, 1863.

LOA 205'

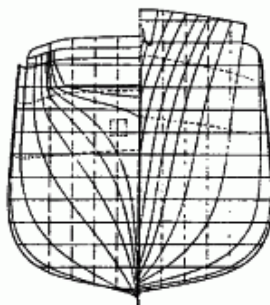
Length on Keel 202'

Beam 35'

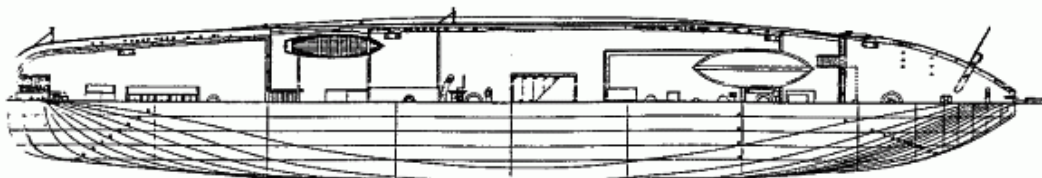
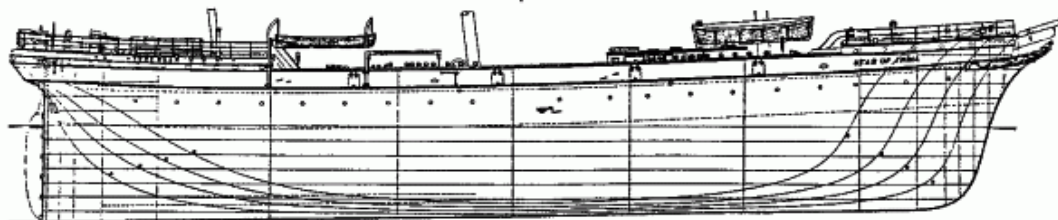
Draught 23'6"

Gross tonnage (original survey) 1,197

Gross tonnage (1900s) 1,318



When launched, *Star of India* (then called *Enterprise*) carried the then-usual ship rig. For commercial reasons she was converted to the barque rig shown here in the early 1900s. The sail plan is at a scale of 1:400; the sections plan is at 1:235; and the lines and general arrangement plans are at 1:360. These plans are reproduced from a poster available from the Maritime Museum Association of San Diego.



By permission of the San Diego Maritime Museum, California.



## BOOKS

BY

**Francis J. Skurka**

BUILDING SHIP MODELS.

PATTERNS AND INSTRUCTIONS FOR A CLIPPER SHIP AND A WHALER.

by. George B. Douglas and Joseph T. Higgins, et al.

This Dover Edition was first published in 1998 and is an unabridged reprint of "The Shipmodel Book: how to build and rig ship models", 2nd edition first published in 1926 and "The whaleship Book", first published in 1927; both by Rudder Publishing Co. New York, N.Y. This book is two classic books on ship model building and provides an introduction to nineteenth century sailing ships. The first 50 pages is the ship model book written by Douglas and has chapters on construction, rigging, some short histories of some famous clipper ships, along with the lines and plans of a New Bedford type Whale ship, with a series of clear highly detailed diagrams and a full size set of plans for a model of the clipper ship "Benjamin F. Packard". The second part of the book, the Whaleship book offers a very detailed description of a down east Whaler with a full sized plan for the "Alice Mandell" along with diagrams, rigging plan and many detailed sketches. Both sets of plans are held in an envelope on the back cover inside. Higgins is the author of the Whale ship section, another 40 pages.

Both these men were outstanding, well known practitioners of the noble art of shipmodeling and many of their models were shown in the very best art galleries in the major cities. As is usually the case, the best were commission works and wound up in private collections. This 8½"x11½" soft covered book has 96 pages, over 70 illustrations and also has a brief survey of several other clipper ships including the "Stag hound", "Typhon" and "Champion of the Seas". There are many photographs of the details of the actual ships. The book costs \$9.95 plus \$5.00 postage and handling and can be obtained from Dover Publications Inc., 31 East 2nd Street, Mineola, N.Y. 11501-3582.

### SOLD DOWN THE RIVER .

Early in 1920, Admiral Albert Gleaves U.S.N. became Commander in Chief of the American Asiatic Fleet and toured the Yangtze River. The Yangtze patrol became known as Yangpat, and its vessels were tired, old, worn-out relics of the Spanish American War (1898). The USS Palos and USS Monocacy, both under powered, were the only vessels able to navigate the upper reaches of the river and were not adequate to deal with the pirates, robbers, kidnappers, murders and assorted rogues, soldiers, opium dealers and war lords that infested and terrorized the area. The Admiral wanted to "sell them down the river", to Shanghai, as it was the only place to do so. In the south, the current and weather were both mild and the crews, for whom there was no room below decks, would not have to freeze sleeping behind makeshift canvas screens topside in winter. He constantly pleaded with the Navy Department. It wasn't until 1927, that 6 new gunboats joined Yangpat. The phrase "sell them down the river" became widely used and was in many instances, shortened to "sellout" meaning to get rid of completely, or to betray someone's trust or someone for money.

Why are they called apartments when they are all stuck together?



# 

BOARD NETTINGS	:In the old days, nets hoisted above the rails to prevent boarders.
BOARDING PIKE	:A spear type weapon used to repel boarders. About 12 ft. long it could be used offensively or defensively: blades are of the spike or leaf type ( pointed flat blade).
BOARDING AXE	:Both weapon and tool, these implements were also known as axes, hatchets or tomahawks, having a pickhead opposing an axe head, and a heft and size greater than a hatchet, but less than a felling axe. Similar to today's fire axe, but with a straight round handle between 8" and 30" long.
BOAT	:A generic name for small, usually open craft without decking and propelled by oars, sail or small outboard or inboard engines, used in harbors, rivers and off shore. There are exceptions, such as : fishing boats, missile boats and submarines. Boats can be carried on ships; ships cannot be carried on boats.
BOAT BOOM	:A spar rigged out from the side of a ship to which a boat is tied; used when wind and water would push the boat against the ship's side.
BOAT BOX	:A water proof box for storing axes, matches, lanterns, tools and other survival gear of a life boat.
BOAT CHOCKS	:Cradles in which a boat rests when stowed on deck or on top of a deck house.
BOAT COMPASS	:A small magnetic compass in a special compass box for use in small boats.
BOAT DECK	:The deck of a vessel where the ship's life boats are secured.
BOAT HOOK	:A long pole with a special hook at it's end, commonly carried on boats and vessels used to fend off other boats and for catching ring bolts, lines or bits when coming alongside.
BOAT TACKLE	:A system of ropes and pulleys used for hoisting and lowering boats; also called boat falls.
BOATSWAIN	:Pronounced Bosun or Bos'n. In the Navy, he is the petty officer or Warrent Officer in charge of the deck force and is responsible for the sails, rigging, anchors and deck gear under the Executive Officer or the Deck Officer. In Merchant ships, he has the same duties under the direction of the Chief Mate with the additional duties of maintaining the hull, superstructure, cargo gear, decks, and holds. He is a day worker and does not stand watches. Commonly called " Boats ".
BOATSWAIN'S CHAIR	:A strong board about 2 foot long and 10 inches wide with holes in the four corners through which a bridle is spliced underneath. On top, the bridle forms a yoke to which is shackled a hoisting line allowing a man to sit on the board as it is hoisted aloft for cleaning, painting and maintaining rigging.
BOATSWAIN'S CHEST	:A stout locker type box used to store twine, needles, marlinespikes, rigging screws, fids, rope and wire gear.
BOATSWAIN'S MATE	:In the Navy, a Petty Officer experienced in seamanship and the skills and arts of the sailor.



## **SPINDRIFT** BY F.J. SKURKA

The Micromark Co., 340 Snyder Avenue, Berkeley Heights, New Jersey. 07922-1595, offers a tweezer-like nipper, which works very well as a rigging tool to close cut threads on spars, masts and hulls. Designed as a sprue cutting tool, the finely ground double honed tips can reach into the tightest locations and flush cut, so no further trimming is required.

The tool is made of high quality, satin finished, stainless steel.

They call it a despruing tweezer # 82393.

It costs \$14.95 and \$5.50 for shipping. You can order by phone toll free at 1-800-225-1066

The standard spring loaded clothes pin is widely used by modelers of all persuasions, to fashion clamps by modifying the nose to fit the purpose. This is easily done since the wooden tip is readily shaped. The standard pin is usually 3"x3½" long and 3/8" wide. A local Craft shop carried two other sizes: 1&7/8"x¼" and 1"x½" , the former cost \$1.00 for 24 (wod3204) and the latter \$1.99 for 50 pieces (wod3201).

The same shop sold clay under the name " Plastalina", five 3/4"x3/4"x4" bars weighing 1 pound cost \$2.98. This material comes in a wide variety of colors with blues being " Ultra Blue " (Deep blue) and " Torquoise", a light blue. The pins and the clay are handled by an arts and crafts import label and sold only to arts and craft stores under the name " Nicole " for the pins and " Proart " for the clay.

The Fibre glass- evercoat Company, an Illinois tool works Company at 6600 Cornell road, Cincinnati, Ohio 45242 ( Telephone 513-489-7600) makes " Everfix " epoxystick which is an easy to use material that hardens like steel in 20-30 minutes. It permanently patches holes and cracks, cures in damp , wet areas and repairs wood, metal, fiberglass, masonry and ceramics. It can be drilled , tapped, sanded, filed and painted, break off a portion, twist and knead to a uniform color ( about 2 minutes) and it is ready to use. It's great for making figures and small parts. A 4oz tube costs \$7.00 at Marine and Auto shops.



### **DOWN THE HATCH .**

Cargo lowered down into the hold of a vessel inspired the well known toast " Down The Hatch " which is a celebrated act of swallowing a drink for an occasion.

It supposedly comes from the Prohibition era and has been attributed to the well known Author P.G. Wodehouse.



### **WEATHER .**

In sailing ship days, to weather meant to sail to windward of another ship or point of land. Also , used figuratively, it means to get the better of or to gain on another vessel. Today, as then , it means getting the better of a storm or anything else, such as " we will weather this disaster ". Another frame of reference regarding weather is " Under the weather". As used in the old days, it meant a sea sick sailor, affected by bad weather. Today, it is widely used to describe some one who is sick, feeling badly or has a hangover.



**If you are driving at the speed of light and you turn  
your headlights on, what happens?**





Once again we are welcoming new members to our ranks. Only two make mention of any experience, They are John W. Higginson, of Manchester, England. John claims to be a late starter with "only" about 10 sib's to his credit. Robert Little, of Port Hueneme, California has been building for more than 50 years and has had some of his sib's on display at the show on the Queen Mary in Long beach. William Christian, of Raleigh, North Carolina is a returning member of the Association. Elmer White, of Ann Arbor, Michigan has a collection of sib's but has not yet tried his own. Dieter Baumstark, of Miami, Florida and Kenneth Horn of, S.B. ??? California claim to be novices, while Daniel Deschene, of Coventry, Rhode Island. and Steven Rigdon, of Charlotte, North Carolina. volunteered no information.

Welcome aboard gentlemen, and remember that this journal is about you, what you do and how you do it. Have an idea, a tip, a different method, for doing something, a question, some photo's of your work? send them in we will try to help.

Below is an E-mail from Joe Barr about the Detroit conference.

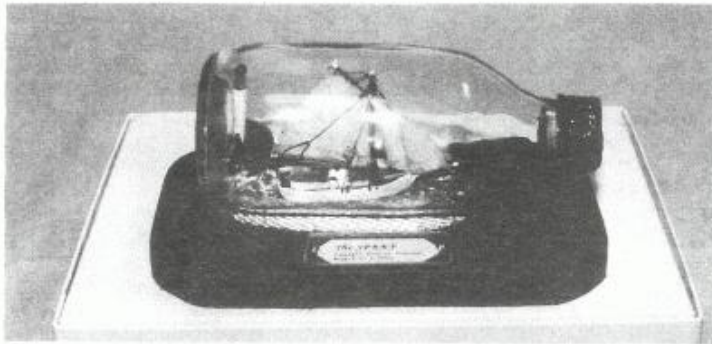
Well, Ray,  
You can let our membership know that an article about the SIBAA Detroit Conference will be in World Traveler Magazine, the in-flight publication for Northwest Airlines, probably in the January 2001 issue. There will be some photos too. I e-mailed a bunch of scanned photos and let them pick -- the writer said that she was probably going to use two or three photos. Jack Hinkley will be proud!

Don, thanks for the address.

Joe

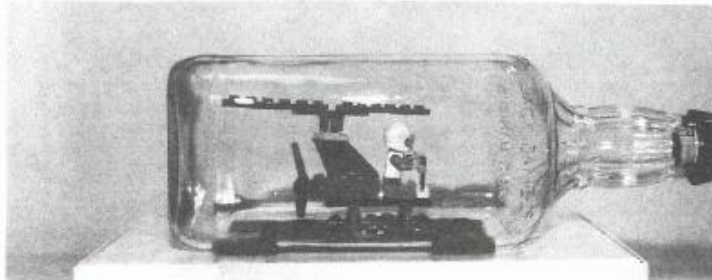


Above, the Zach Chandler by Joe Barr 1999. Nice work Joe.



Dominic Zinnie of Fort Meyers Florida sent in the photo's of his work that are on this page. Left; "The Spray" with Capt Joshua Slocom rigged as a Sloop. Below Right: The Pilot Schooner "Hesper" 1884 in a bootles gin bottle 750ml.

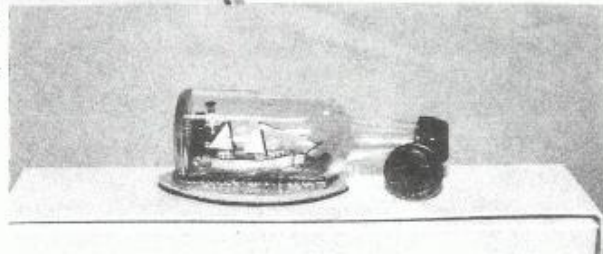
Both sibs were done from plans in the bottle ship wright.



Above.the "What-So-Ever" in a 1 liter bottle.

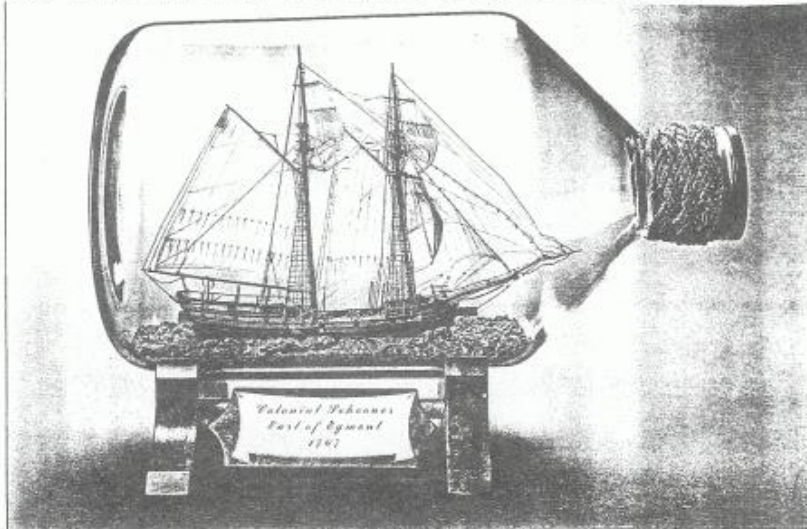


Above. A fore and aft schooner in a x-mas ball.  
Right, a fore and aft schooner in a 3" bottle.  
Great work Dominic Thanks.

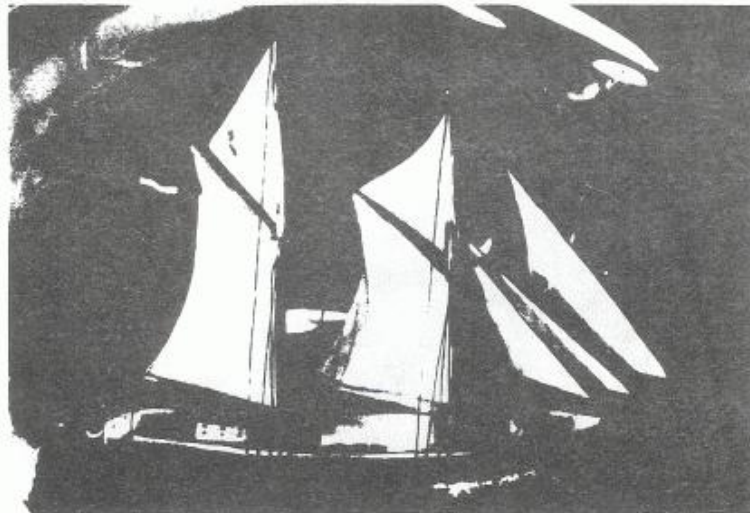




The photo below is from the Mystic Seaport Art Catalog. from F.Skurka.

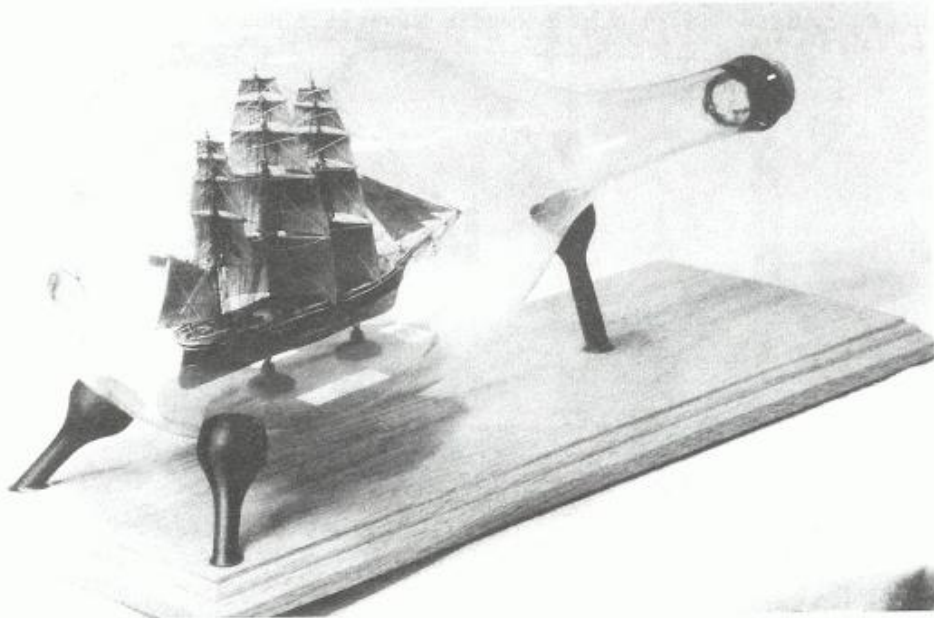


Bernd Braatz, "Colonial Schooner, EARL OF EGMONT, 1767" Model in Bottle 9 x 12 1/2 x 8 \$3,800

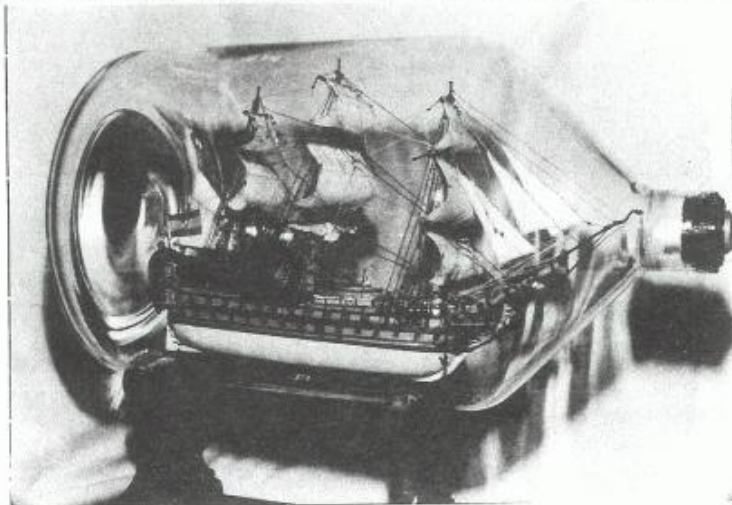


Above in a 0.7ltr dimple bottle . A 2 masted Gaff schooner built by Hans de Haan of Bergen op Zoom , Netherlands in 1999.





The 10" long model of the "Flying Cloud" in a proportionally larger bottle was built by Ralph Preston of Hinesburg, Vermont. Ralph I hope by now your German is better and you can speak the Kings English. Below is a photo of one of the works of Juan Rodrigues del Barrio of Madrid Spain, that was sent in by Don Hubbard. Thats all I know.





Bob de Jongste

13 Van Hoornbeekstraat, 2582RA THE HAGUE  
Netherlands

October 12, 2000

To: Henny Fransen,  
Bernard Gallet,  
Ray Handwerker,  
Gerhard Herrling,  
Alan Rogers.

Dear Friends,

I just heard from my doctor, that she will operate my right eye in the beginning of December. I suffer from a cataract, which in itself is no serious operation, but there is some risk owing to the fact that I already had three retina operations. I can barely read, so please do not write to me for the time being. When the operation is succesful, you will be the first to know!

From Holland with love!

*Bob de Jongste*

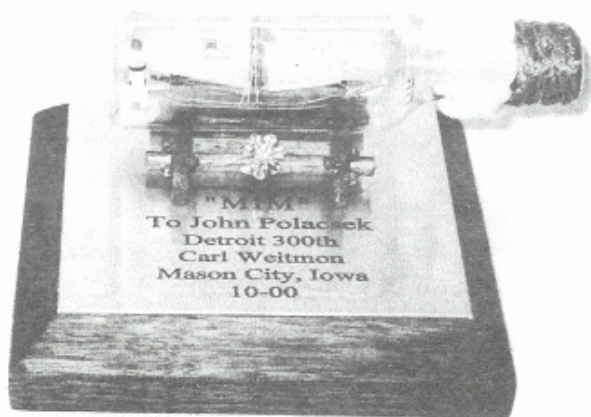
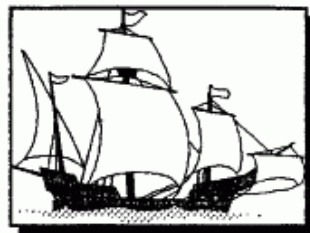
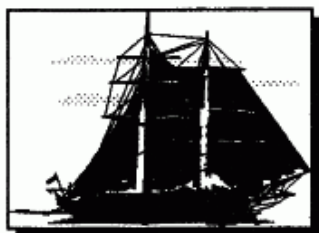


Photo left. was sent in by Carl Weitmon. The sib was sent as a thank you to John Polacsek of the Dossin Museum. Very Nice Carl.

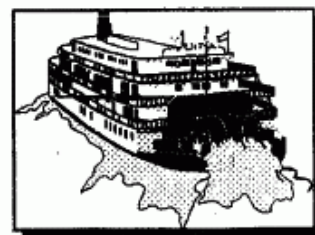
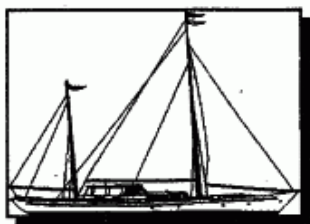


## **The Suncoast Ship Model Society**

### **A HOME BUILT THICKNESS SANDER**

DESIGNED BY

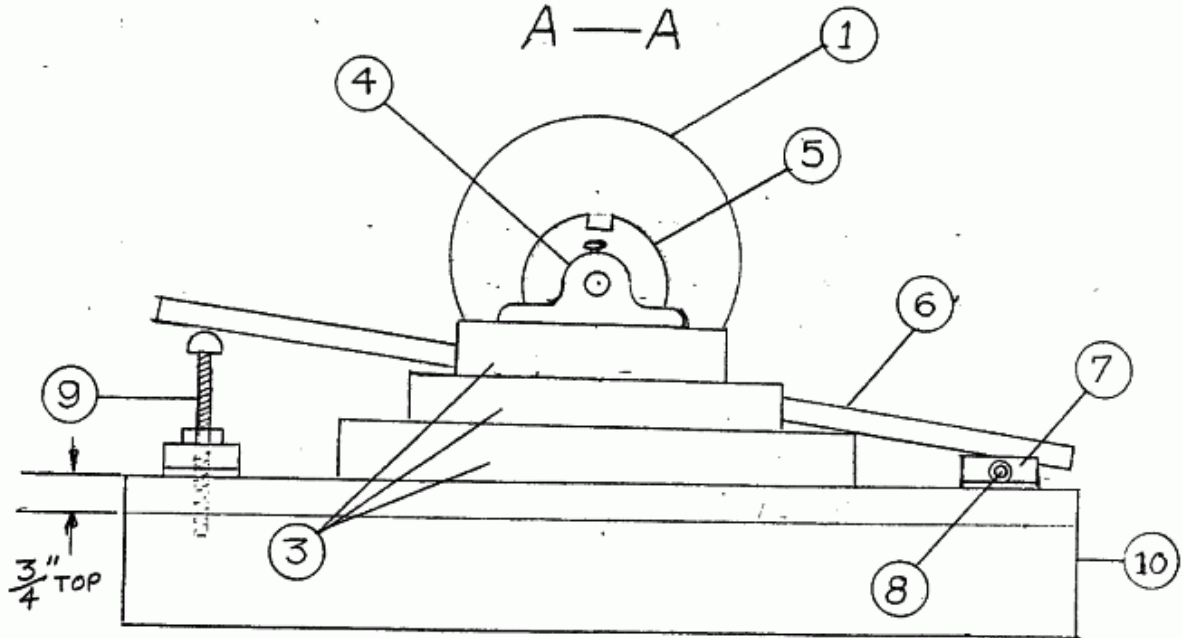
**NEIL A. BROTHERS**





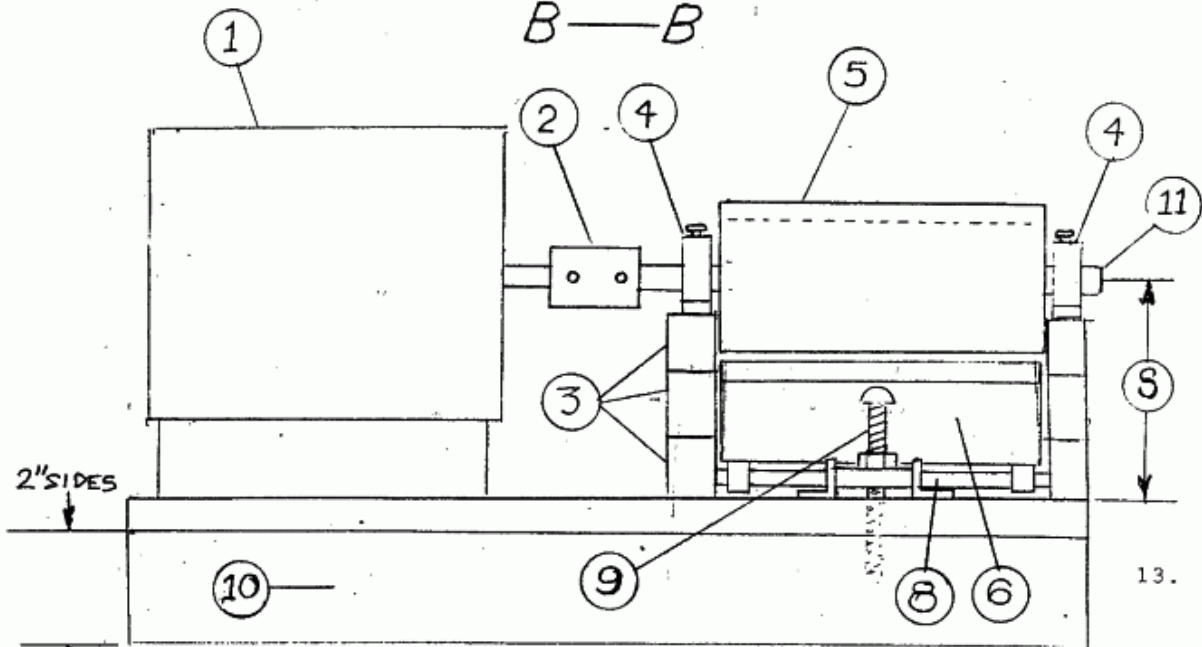
# END VIEW

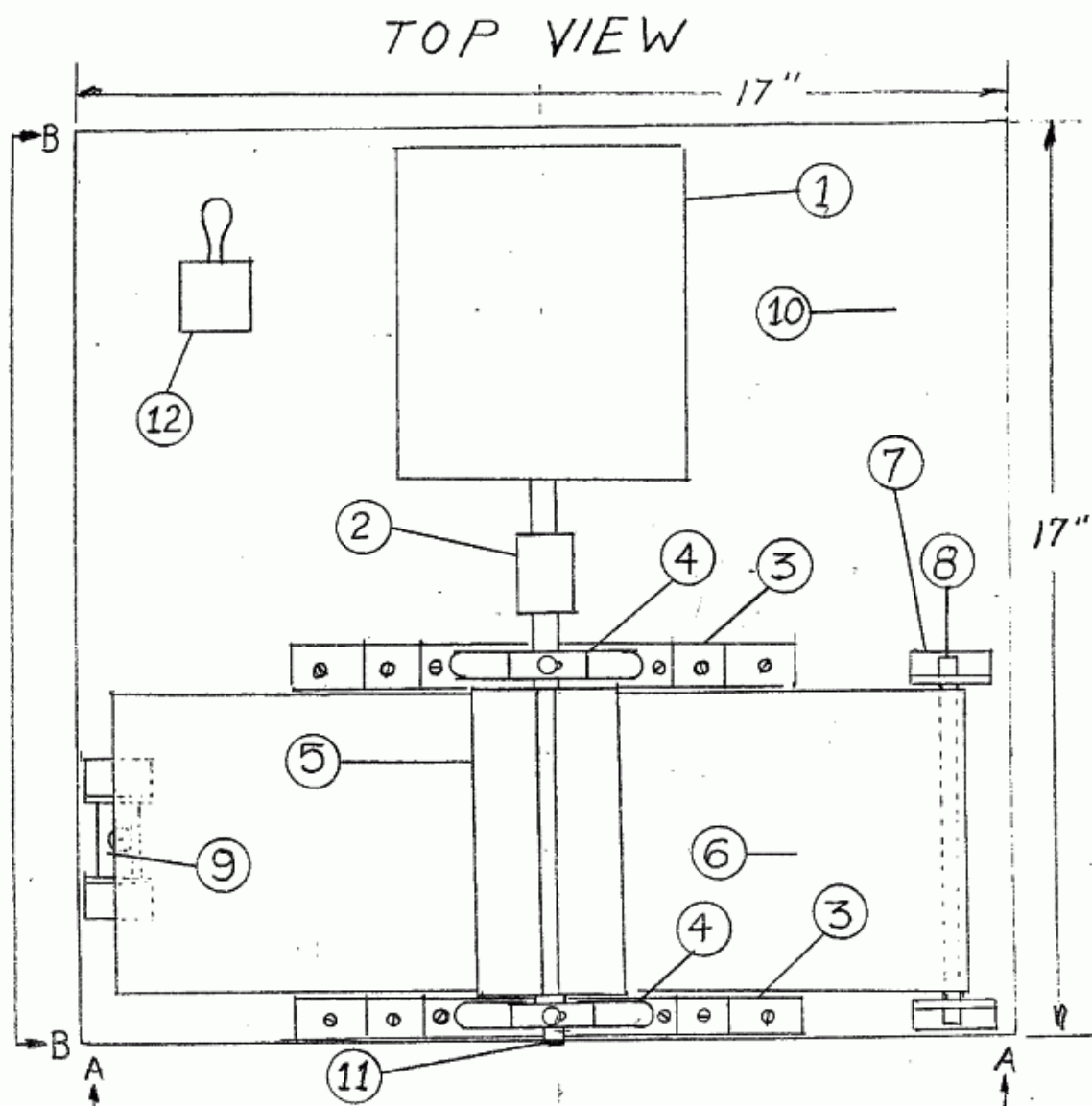
A—A



# SIDE VIEW

B—B



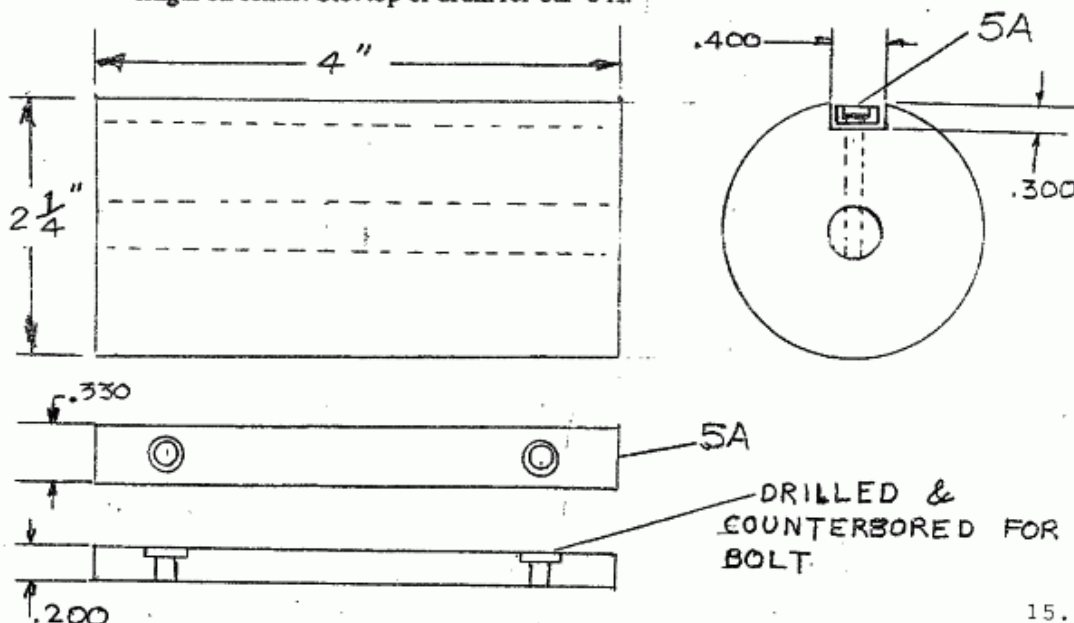


- ① MOTOR
- ② MOTOR SHAFT COUPLING
- ③ PILLOW BLOCK SUPPORTS
- ④ PILLOW BLOCK
- ⑤ DRUM
- ⑥ SANDING PLATE

- ⑦ ANGLE SUPPORT BRACKET
- ⑧ PIVOT BOLT
- ⑨ HEIGHT ADJUSTMENT ASSY.
- ⑩ BASE
- ⑪ SHAFT
- ⑫ SWITCH

**MATERIAL LIST AND SIZES FOR HOME BUILT SANDER**  
(Listed in order of construction)

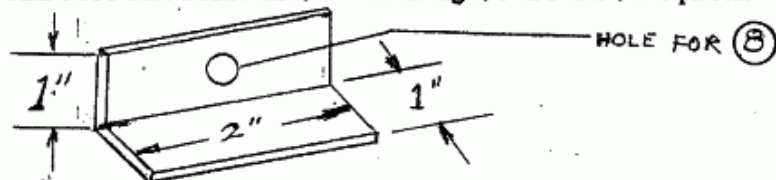
- ⑩ BASE TOP, particle board,  $\frac{3}{4}$ " x 17" x 17"  
BASE SIDES, pine,  $\frac{3}{4}$ " x 2" x 15  $\frac{1}{2}$ ", two pieces  
 $\frac{3}{4}$ " x 2" x 17", two pieces
- ③ PILLOW BLOCK SUPPORTS, pine,  $\frac{3}{4}$ " x 1  $\frac{1}{2}$ " x 45" (total length)  
Note: the height of these blocks will vary due to the distance from the base to the centerline of the motor shaft, (dimension ⑤ on drawing of SIDE VIEW B - B).
- ④ PILLOW BLOCKS, buy two with  $\frac{1}{2}$ " hole for shaft ⑪  
(I bought mine at CROWDER HARDWARE on Spring Hill Dr., Spring Hill.) Also buy four lag bolt screws to attach them to the supports ③
- ⑪  $\frac{1}{2}$ " Steel shaft, 8" long. (I also bought this at CROWDER HARDWARE).
- ① MOTOR, buy a used motor with support bracket. Washing machine motor or similar. Bolt down to base ⑩
- ② STEEL SLEEVE to connect motor and shaft.  $\frac{1}{2}$ " I.D., 1" O.D., 2" long, with 2 or 4 set screws.
- ⑤ DRUM, hard maple rolling pin or oak or hard maple boards glued & doweled together then turned on a lathe attached to the  $\frac{1}{2}$ " shaft ⑪  
DRUM is 4" long, 2  $\frac{1}{4}$ " in diameter, with  $\frac{1}{2}$ " diameter hole through the length on center. Slot top of drum for bar 5 A.



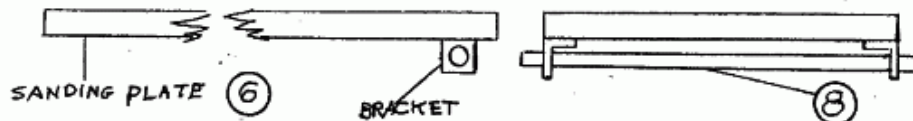


- ⑥ SANDING PLATE, 4" wide, 16" long, 1/4" thick. Requires two small brackets on one end for BOLT ⑧

- ⑦ ANGLE SUPPORT BRACKET, aluminum angle, 1" x 1" x 2", two pieces.

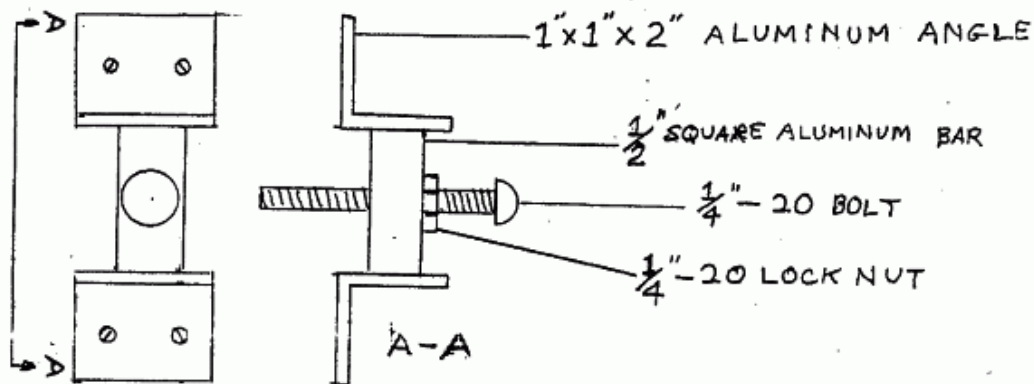


- ⑧ BOLT, threaded bolt for pivot of sanding plate. Approximately 5" long, 1/4" diameter. Bolt goes through two small brackets attached to sanding plate.



- ⑫ ON/OFF SWITCH, toggle or other type, wired between motor & power source.

- ⑨ HEIGHT ADJUSTMENT ASSEMBLY



#### ADJUSTMENT NOTES:

The DRUM ⑤ must sit flat against the SANDING PLATE ⑥ Shim the bottom of the ANGLE SUPPORT BRACKET ⑦ UNTIL ⑤ & ⑥ make perfect contact.

Do not tighten PILLOW BLOCKS ④ too tight to SUPPORTS ③ or you will create a bind in the SHAFT ⑪ In fact leave them loose & slowly tighten them with the DRUM rotating.

**CAUTION: WATCH YOUR FINGERS WHEN YOU DO THIS.**

## **Some Hints for Ship-in-Bottle Model Builders**

by

**Jerry D. Plant**

I have been told that plans to build ships are scarce and any would be welcome to members of the Ships-in-bottles Association.

As a prisoner I build ships from scratch without plans. I build using a picture of the ship I am after. My first step is to take a strip of paper and decide how long the whole model ship will be. Then I place other marks to indicate where each part of the ship will be. I mark the cabin, the life boats, the mast position and any other item which will be included. For ships that are longer than 2 inches I use plank on frame. For shorter vessels I use solid hulls, but cut into the deck where there are hatches so that a dark hole will show.

As a prisoner in a tiny cell I have to use what is available to create an effect I desire. Here is my technique for making a realistic moss covered ship bottom.

Begin with some fine sawdust, and use a dark green colored marker pen to tint the sawdust green. Now, mix a teaspoon of instant coffee with 1/4 cup of water and use this mixture to add some brown to the green. Let this mixture dry completely, then place some Elmer's glue on the hull from the waterline down. Use a wet fingertip to dab and smear on the dry colored sawdust. Don't cover it evenly. You want to end up with some spots, patches and streaks the way a fouled hull really looks... Finally, coat the bottom with wax. I use ordinary floor wax which works quite well. The effect produced by this technique is striking and I receive all sorts of praise for the realism I have created.

Perhaps you would like to add barnacles to the hull, or maybe nearby pilings. For this you have to CREATE some very fine white sand. Yes, I said create! Fill a quart jar half full of dirt then add water and shake the mixture well. Now run clean water into the jar until you are left with only small rocks and sand. Drain off the water and dump the remaining mixture on to a piece of cotton cloth. Let this dry thoroughly, then pick off and discard all the small rocks in the mixture. Now slowly pour off the sand so that the larger grains drop off but the finer pieces stay behind trapped in the fibers. Once the large sand is gone, tap the finer grains on to a piece of paper and save. These will become you barnacles. Make your barnacles by adding fine drops of glue to the bare spots on the hull and sprinkling on the very fine sand grains. The effect is striking.

Try these two techniques on scrap wood first to see how much glue to use and the proportions of moss to barnacles needed to create the desired effect.

I have many more techniques to share, but hope that these few will be helpful my fellow SIBAA members.  
Fair Sailing, **Jerry "D" Plant**

**NOTE:** Jerry sent along a copy of the Columbia Trading Companies free catalog of nautical books, which includes ship modeling books, many with plans to work from.

**Columbia Trading Company** 1 Barnstable Road, Hyannis, MA 02601. For their on-line catalog go to <http://www.columbiatrading.com>

**Other places to obtain plans and information about ships:**

**Smithsonian Institutions Ships Plans Catalogs**

#1. Ship Plans List: Merchant sail, steam small craft and fishing vessels from 18th to 20th centuries. 250 pp.

#2. The Maritime Administration Collection of Ship plans 1939-1970. Liberty and Victory Ships,

SS United States, etc. 79pp

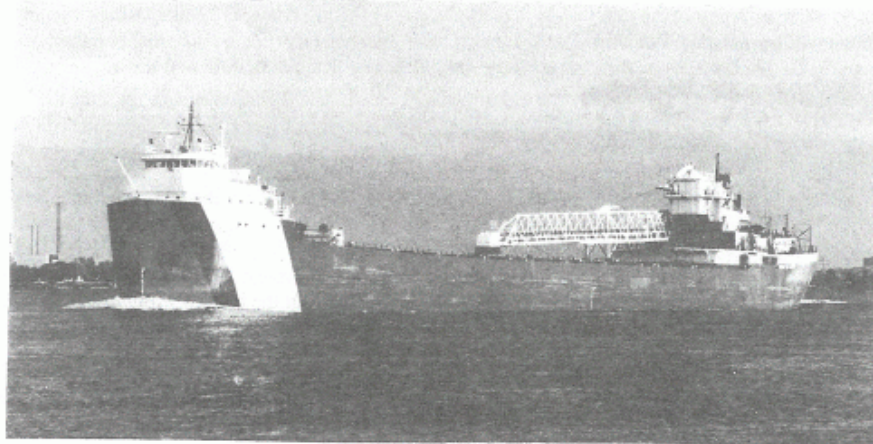
#3. Warship Plans: Early U.S. sail and steam navy, ordnance, mid-18th century-1900, including Civil war. 125 pp.

Send U.S. \$10.00 per catalog (check or money order only) payable to Smithsonian Institution. Mail to Ships Plans, NMAH-5010/MRC 628, Smithsonian Institution, Washington, DC 20560

**The Dromedary Ship Modelers Center**

6324 Belton Dr., El Paso, TX 79912 915/584 2445

Lastly, Jerry recommends **Sea History Magazine**, the quarterly journal of the National Maritime Historical Society, P.O. Box 68, Peekskill, NY 10566-9934 1/800/221 6647.



Joe Barr sent in this photo of the Philip R. Clarke at St. Clair, Mi. 5/28/2000.

Steven Moseley of Cincinnati, Ohio send in the following.

A recent trip to the local bookstore has ended forever my need for plans. It was there that I discovered the book 'The Story of Sail' written by Veres László and Richard Woodman. Naval Institute Press published the book in 1999. The 352 page hardcover book, which costs \$55, states on the cover that it is illustrated with 1000 scale drawings. It is difficult to describe the expansiveness of the book, but with the exception of steam-to-sail transition ships, every type of sailing vessel seems to be represented. Starting with approximately 25 ancient Egyptian vessels, there are also Roman, Greek, Phoenician and Viking ships. The authors progress to scale drawings of Cogs, Caravels, Carracks, Galleons and Ships of the Line.

The book then covers such ships as Barks, Barquentines, Brigs, Clippers, Frigates, Schooners, and Yachts. In a later chapter, local coastal ships from all over the world are included. These range from a French Chebec and a Genoese Vinco to Chinese Junks and an Indian Dhingie.

Whenever possible, the authors use scale drawings of named vessels. I counted 348 entries including such famous ships as The Mayflower, The Nina, Pinta and Santa Maria, The Mary Rose, The Beagle, The Bounty, The Cutty Sark and The Fram. While not all scale drawings are completely inclusive with the deck, sail and/or hull diagrams, enough drawings do include these features to keep the ship-in-the-bottle modeler busy for years to come.



confntel.doc

Conference Notes  
Motel

RED ROOF INN-Dearborn #182  
24130 Michigan Ave.  
Telephone number Corporate 1-800-733-7663  
Direct-1-313-278-9732

**LOCATED AT THE INTERSECTION OF MICHIGAN AND TELEGRAPH ROADS IN  
DEARBORN, MICHIGAN.**

Have reserved a block of 25 rooms at a special rate of \$57.99 plus tax for SIBAA members under Block Number **B-182000653**. Members must make their own reservations by calling either of the above numbers **BEFORE MARCH 31, 2001** which is the cut-off date for the special rate. Continental breakfast is on the house.

All rooms have two beds. Single attendees might want to share a room.

Members who intend to stay over after the Conference for sightseeing or whatever reason may remain at the Red Roof for the same low rate.

\*\*\*\*\*

Restaraunts nearby: Bob Evans, House of Pancakes, Tom's Restaraunt, Big Boy, Wendy's, West Point BBQ.

Sightseeing nearby: The famous Greenfield Village, Henry Ford Museum, Automotive Hall of Fame 2miles. Henry Ford Estate 3 1/2 miles, Windsor, Canada 12miles. Greenfield Village/Henry Ford Museum packages available. See the Red Roof.

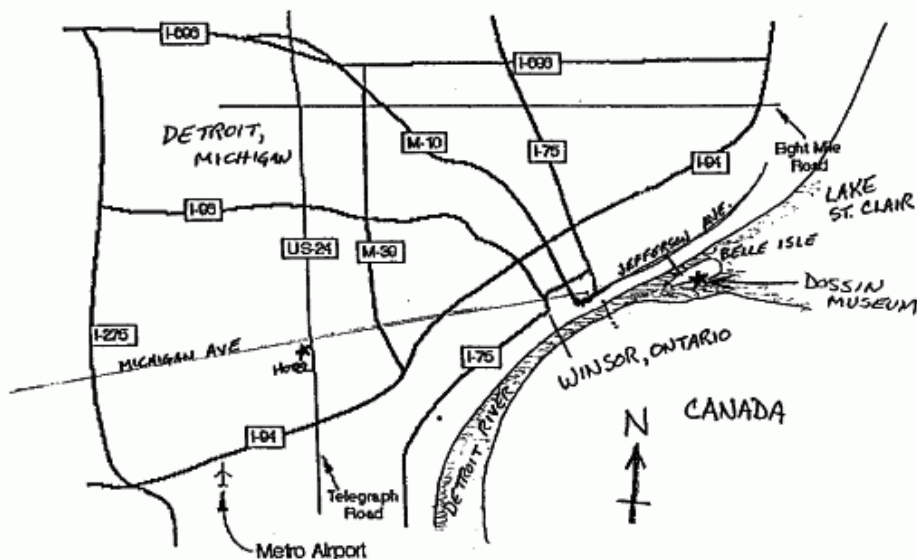
Shopping: Huge Fairlane Mall 3 1/2 miles.

Detroit Metro Airport 8 miles.  
Downtown Detroit 18 miles.

If con is the opposite of pro, is Congress the opposite  
of progress?

Driving Directions from the Red Roof Inn, 24130 Michigan Ave., Dearborn, MI to the Dossin Great Lakes Museum on Belle Isle.

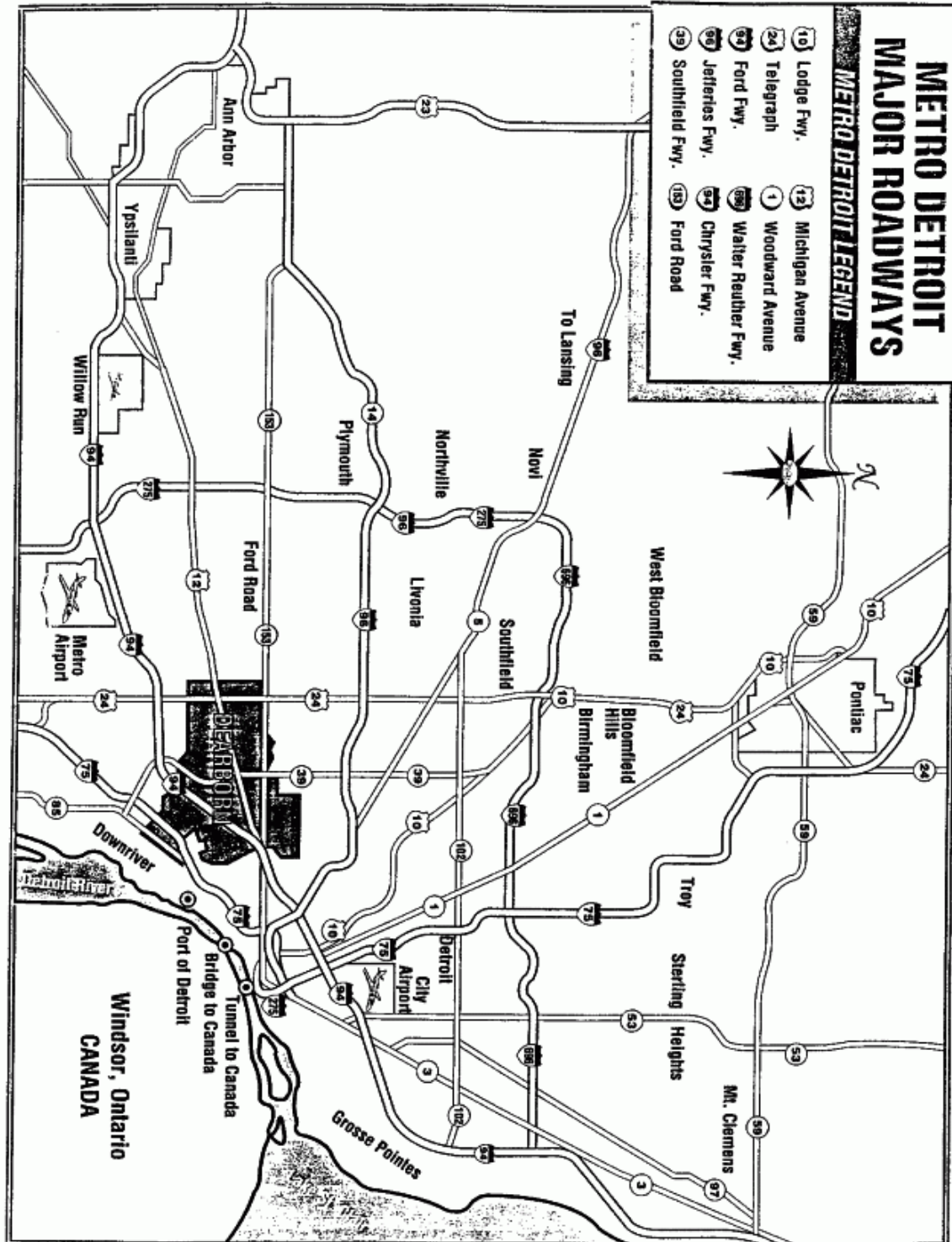
1. From the Hotel, drive **SOUTH** on **Telegraph Road (US-24)** for 2 miles to the **Ford Freeway (I-94)**.
2. Go **EAST** on I-94 to the **Lodge Freeway (M-10)** - approximately 10 miles.
3. Go **SOUTH** on **M-10** toward **DOWNTOWN**. Stay on this freeway for a couple of miles. Get into the Center Lane and stay there. The freeway will curve to the left and it will look like you are entering a tunnel; the freeway actually goes under Cobo Hall, a large convention center. You'll come up to daylight and be right in the center of downtown, on **Jefferson Avenue**.
4. Try to stay in the center lanes of Jefferson Avenue -- do not get into the Left Lane. Keep heading **EAST** which means keep going straight ahead on Jefferson Avenue. **DO NOT GO ON THE I-375/I-75 FREEWAY EXIT.**
5. Drive about 5 or 6 miles on Jefferson Ave. On your right side, you'll pass the Days Inn, Harbortown Plaza, Total Gas Station and an empty field, then you'll see a small sign the says **Belle Isle**. You'll also see the island on your right and a large sign that says **BELLE ISLE PARK**. (An Elias Brothers Big Boy Restaurant will be on your left.) **TURN RIGHT** onto the Belle Isle Bridge. (If you drive past the Marine Corps Reserve Center or Rivertown Apartments, you've gone too far on Jefferson Ave. and you'll have to turn around.)
6. Drive across the bridge and keep staying to the **RIGHT**. Initially, when you get off the bridge, you'll be heading toward Downtown Detroit. (The view of the skyline from Belle Isle is spectacular!) The road will curve around the southern tip of the island and the water will always be on your right. This is a one-way road. You'll drive along for about a mile and then you'll see the **Dossin Great Lakes Museum** on your **RIGHT** (between the road and the river). The building is constructed of **blue bricks**. Park on the right side of the road near the museum. The whole trip is about 20 miles long.



# METRO DETROIT MAJOR ROADWAYS

## METRO DETROIT LEGEND

- 10 Lodge Fwy.
- 12 Michigan Avenue
- 24 Telegraph
- 1 Woodward Avenue
- 94 Ford Fwy.
- 89 Walter Reuther Fwy.
- 97 Jeffries Fwy.
- 97 Chrysler Fwy.
- 39 Southfield Fwy.
- 183 Ford Road



# DEARBORN

MICHIGAN

## DEARBORN CITY MAP



### VISITOR SERVICES

- 1 Police Dept. (emergency) (911)
- 2 Fire Dept./Ambulance (911)
- 3 Henry Ford Med. Center - Dearborn (583-8100)
- 4 Oakwood Hospital (emergency) (583-7440)
- 5 Main Post Office (337-4711)
- 6 City Hall (983-2900)
- 7 Chamber of Commerce (584-6100)
- 8 Civic Center (983-2350)
- 9 24-Hour Pharmacy (581-3280)
- 10 Veterinary Service (214-3300)
- 11 SPRINT Bus Lines (256-8080)
- 12 Amtrak Rail Station (336-5487)

### MAJOR OFFICE BUILDINGS

- A AAA
- B Fairlane Office Centre
- C Garrison Place and Eastpointe
- D Parklane Towers
- E Schaefer Building
- F Society of Manufacturing Engineers
- G United Technologies
- H Automotive Group
- I Village Plaza Tower
- J Fairlane Plaza
- K Ford World Headquarters
- L Regent Court



CODTW>DOC

## ***LADIES***

We have arranged a visit to the Edsel and Eleanor Ford House for a two hour tour of the house and grounds of the estate and lunch in the Tea Room.

We will meet at the Museum at 10:00AM on Saturday morning, pool cars as necessary to arrive at the Ford House at 11:00.

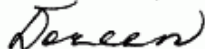
After lunch you may wish to stop and browse at the Gallery Gift Shop before we return to the Museum.

Comfortable walking shoes are recommended and for those for whom walking might be difficult vans are available.

The cost of the tour and luncheon is \$19.00 per person. If you plan to join us please include that amount with the Registration Fee indicated on the cover letter.

We hope you will join us on this tour.

Best wishes,



Doreen (Dodie) Hinkley

*Have you ever seen a toad on a toadstool?*

*How can there be self-help "groups"?*

*How do you get off a non-stop flight?*

*How do you write zero in Roman numerals?*

*How many weeks are there in a light year?*

# THE EUROPEAN ASSOCIATION OF SHIPS IN BOTTLES.

( Carakology )

DUNCAN GRAY...President  
&  
Sub Editor  
to  
BOTTLESHIP.

THE CROWS NEST  
72 PONTAC ROAD.  
NEW MARSH.  
REDCAR & CLEVELAND.  
TS11 8AN

Have you ever tried to find out how to make a PALM TREE, no ? well maybe not quite ship in bottle unless of course it is a ship of the desert, but I need some in , what I hope is my next project in a bottle, so here is how it is done.

Take some household cable used in the electrical work, the multi strand type not the other. Now cut a length . I needed a four inch high tree so I cut eight inches of wire. Now I cut off the insulation. The scale I am working at is 1:120 or 1/10 inch to 12 inches.

Now look at the thickness of all the strands and if it looks to be about correct in size for the palm you want just press on regardless . If not add more strands to make it thicker.

Now hold the first inch , app. between your fingers and peel out one strand of wire, now not too carefully wrap this strand round and round the tree leaving a slight space between the strands. As you run out of one strand peel out another and so on until you have about four inches that is wrapped. That is the length of your tree. Now peel out the remaining strands at right angles to the trunk, just like an uncovered umbrella.

Now taking about three strands twist them together and repeat until all the wires are three stranded, these will be the backbone to your fronds. I suggest that at this point you cover the trunk with either white PVA glue, rubbers glue as used for material, the propriatory brand here is called COPYDEX, or you can use fibre glass resin with a little hardner. As most of us hope that in 4000 someone will find one of our models I suggest the resin as I think it will last longer.

Now for the fronds. Freda came up with this idea and it looks real good. We had some poly-cotton material left over from making some shorts, just in case the sun ever shines on this neck-of-the-woods. It is lovet green in colour so is just right. Now cut a strip about one inch wide making sure you cut exactly along the line of the thread, in other words the Weft or the Weave , wet this strip or strips and fold lengthways also making sure the fold is along the line of the thread. Carefully iron the fold.

Now being very carefull run a very small amount of PVA glue along the outer edge of the fold, just to sort of hold about three or four strands of the thread in all, leave all this to set and dry and paint your tree trunk. For this I used matt paint war-time camouflage brown adding just touches of matt green. Now leave this to dry and back to the fronds.

Cut your length of folded cloth into inch or so lengths, then using a pair of metal tweezers peel out the lengths of thread not held by the glue. You could of course do this to the full length before you cut it into one inch lengths but I prefer to peel it after cutting.

Do all this at each side of the fold and you end up with something that looks very much like a palm frond , so all you have to do now is cut the fringes shortish at one end and leave it at about one quarter of an inch at the other. Run some apoxy glue along the lengths of wire which are to act as the branches and then opening the fold of the leaves carefully locate over this branch. The wire will be longer than the fronds so you can hold the ends and press the fronds well into the glue. Leave all this to set then trim off the end bits of wire and paint either matt brown or green.

All that remains is to shape the fronds as you see the coconut palms should be. Did I say fix the fronds with the shorter leaves at the outer end of the branch ? No, well you will know that better than we do , coconut palms are not too frequent on the North East coast of England.

Well that is that Ray hope you are both in good health and have at last decided who the heck is the President, we are getting hours of it on TV here.

*Reginald*  
*Freda*

### SHIPS-IN-BOTTLES AND ON-LINE AUCTIONS

To the many members who have never visited an on-line auction site, here is a sample of what of the way it looks and what you can find. I saw this item for sale at eBay, check out the SIB and the bid.

**Bob Evans, DeSoto, TX**

Title of item: 4 Masted Ship In Bottle + Small Boat England NR  
Seller: bgilliam@cshore.com  
Starts: Aug-10-00 19:53:15 PDT  
Ends: Aug-20-00 19:53:15 PDT  
Price: Currently \$355.00  
To bid on the item, go to:  
<http://cgi.ebay.com/aw-cgi/eBayISAPL.dll?ViewItem&item=406534414>

#### Item Description:

ALL IT NEEDS IS The Perfect Setting

DESCRIPTION: Mint condition bottle holding a four masted schooner and a smaller sailboat in the neck of the bottle. No chips, dings or repairs. Label on base reads: Brooks Bros., NY, Made in England. Embossed bottle base reads: 2704 S12 Teacher UCB. There is braided twine on the neck and the cork is sealed.

MATERIAL: Glass bottle.

COLOR: Bottle has greenish tint. White sails.

OVERALL SIZE IN INCHES: 11 1/2 long x 3 dia.

TO SEE PHOTOS  
OF ALL OUR ITEMS  
CLICK HERE

SHIPPING TERMS: Buyer prepays actual shipping cost and insurance plus handling of \$1.50 for items up to 5 lbs., \$2.00 for 6-12 lbs., \$3.00 for 13-17 lbs., \$4.00 for 18 lbs. or heavier. We ship UPS and USPS, whichever is least expensive. Insurance added for your protection and proof item was sent.

PAYMENT: Money order, Cashiers Check, Credit Card or Cash for next day shipment. All checks must be drawn from an American Bank and paid within 10 days of auction close.

SATISFACTION GUARANTEED IF NOT AS DESCRIBED. FULL REFUND EXCLUDING POSTAGE & HANDLING. bgilliam.

WE LIST 60 NEW ITEMSEVERY THURSDAY

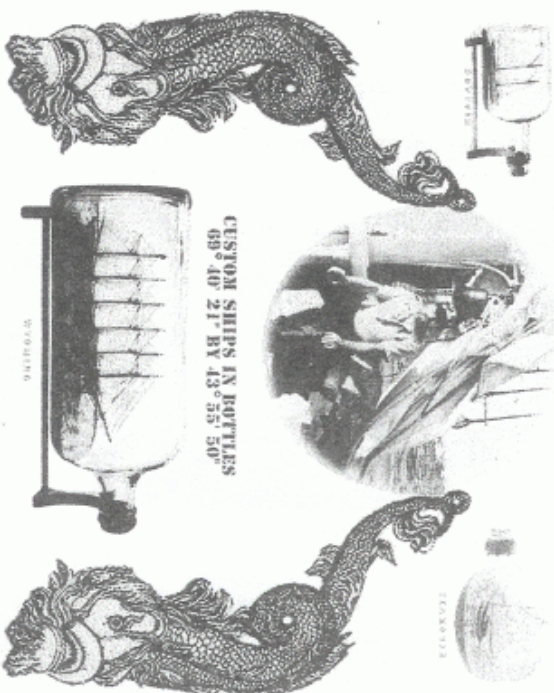
Visit eBay, the world's largest Personal Trading Community at <http://www.ebay.com>

\*\*\* VIDEO INCLUDES \*\*\*

SELECTING BOTTLE, MAKING OCEAN, BOTTLE STAND, BUILDING THE BOAT & ALL ITS PARTS, PLACING THE BOAT, RAISING THE MAST, ENGINEERING SHIPS DATA, SEALING THE BOTTLE & MOUNTING

Gil Charbonneau is known by his peers and collectors for the quality of his more than 80 ships in bottles. *The National Geographic World*, *Yankee Magazine*, *Down East*, *Colonial Homes*, *Traditional Homes*, *Seaways*, *Ships in Scale*, *Off Shore*, *Sailing*, *The Bottle Shipwright*, and *The New York Times* have all featured his work. His art has been part of the Discovery Channel's "Tales of Wood & Water", "The American Trail", The P.B.S. hit "Reading Rainbow" with Lever Burton, the C.B.C. program "Land & Sea" and most recently the popular C.B.S. "Travel With Harry" with Harry Smith and "Sunday Morning" with Charles Osgood.

You'll easily acquire knowledge of techniques, tools & tricks of the trade that Gil has learned over the past 45 years. Build the Robert E. McClain Sloop "DICTATOR" in a readily available bottle using common tools to produce an uncommon ship in a bottle. Your Friendship Sloop in a bottle could look as outstanding in a Museum as it will on your mantel. With this direct step by step video, Gil shows novice and experienced builder alike the lessons that can be applied to any ship in bottle project.

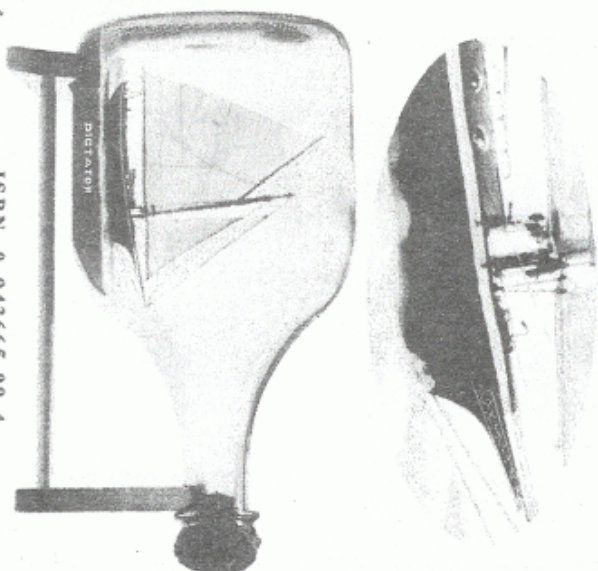


DESIGN SHIPS IN BOTTLES  
68° 40' 21" BY 43° 55' 50"

For a complete 226 minute double video with surprise ending:  
please send \$35. plus \$4. for P&H in U.S. funds by check or money order to:  
Gilbert Charbonneau  
982 Cross Point Road  
P.O. Box 100, Millis, MA 01945

www.CustomShipsInBottles.com

THE COMPLETE GUIDE FOR BUILDING A  
FRIENDSHIP SLOOP  
IN A  
BOTTLE



ISBN 0-943665-09-4

RENNING PIER, THE MICHIGAN  
SHIPS PLANS & VIDEO FROM THE FRIENDSHIP

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 Barry Smith (BARRYSUANNA@aol.com)  
 George D. Villiers-furze (potro@email.msn.com)  
 Randy Westervelt (shipbotler@aol.com)  
 World Wide Web server (<http://www.shipbottle.ru>)  
 Dutch SIB (<http://home.clara.net/hjongste/sibn1.htm>)  
 Sib History Page (<http://fundinet/fpweb/2-hist.htm>)  
 Ralph's Propaganda Sheets ([http://natosongs.com/hit\\_the\\_bottle.html](http://natosongs.com/hit_the_bottle.html))

**The WoodenBoat Store, Naskeag Road, PO Box 78, Brooklin, Maine 04616**  
 1-800-273-SHIP (7447) Fax: 207-359-8920 Email: [wbstore@woodenboat.com](mailto:wbstore@woodenboat.com)  
 Web Site: <http://www.woodenboat.com>

Show the flag and support your Association by displaying our fine emblem!

### Order Blank

To: Ray Handwerker, 5075 Freeport Dr.  
Springhill, Fl. 34606.

From: \_\_\_\_\_

Name: \_\_\_\_\_

Address: \_\_\_\_\_

City: \_\_\_\_\_

State: \_\_\_\_\_

Zip: \_\_\_\_\_

Please send:

( )

4 inch Embroidered Emblems @ \$3.00

( )

3 inch decals @ 1.25 each or 2/\$2.00

( )

3 inch metal badge @ \$4.00

Total enclosed: \_\_\_\_\_


### ADVERTISING RATES.

Business Card- \$10.

¼- One Quarter Page- \$20.

One Third Page- \$30.

Full Page- \$ 60.

The copy will be printed in four consecutive issues (1-year) from the closest publication date of receipt. Checks for ads should be made payable to: "The Ships-in-Bottles Association of America" and sent along with ad copy to:

Mr. Adam Mello

1606 Harley St.

Calistoga, Ca. 94515.

DO NOT SEND CASH--Check or money order only.

Made payable to Ray. Handwerker, 5075

Freeport Dr. Springhill, Fl. 34606.

## Handblown Bottles



from  
**Church & Maple  
Glass Studio**  
Burlington, Vt. 05401  
phone/fax (802)-863-3880

Approximately 4" x 8"	\$ 35
6" x 11"	\$ 65
8" x 15"	\$ 95

+ 7% packing & shipping

All with  
1" necks

Custom Orders upon request

### HINTS FOR BETTER PHOTOGRAPHS OF YOUR BOTTLED SHIPS

Photographs are always needed to liven the pages of Bottle Shipwright and to illustrate your own techniques. To help you get quality results we offer the following suggestions:

1. Keep the background light and simple. A pressed white bedsheet or a light colored pull-down shade works well here.
2. Slower films generally have less grain than fast films though this is not a major factor.
3. Reflections can often obscure the model within. *One way to minimize these is to take your picture outdoors on an overcast day.* Bright sunlight is not good for bottle photography as it always creates highlights and also causes the lighter parts of the camera to reflect on the glass.
4. Before clicking the shutter carefully look through the viewfinder to find the reflections. Sometimes you can move or reduce these in size by tilting the bottle slightly backward or forward, or by turning it a bit.
5. Place your camera as close to the subject as possible. If you have a camera with interchangeable lenses and have a long focus (telephoto) lens, try using this. You can often focus closely with these and the distortion is minimized.
6. Take more than one picture using different exposures.

### MAKING SHIPS IN BOTTLES

In recent years there has been, world wide, a huge resurgence of interest in this traditional sailor's craft. LEON LABISTOUR, late President of the European Association of Ships in Bottles, devoted over 40 years of practical experience in fostering this interest. All his time-proven methods have been published in a **BOOK** which is now regarded as a major work on the subject. Precise text, photographs and working-size plans assist the modeller to make six different ships in bottles, from Beginner to Advanced. A4 format, 104 pages, 37 photos, 80 plans & line drawings, full colour cover. Price \$20 surface, \$30 airmail.

### MAKING SHIPS IN BOTTLES

Now available in USA compatible **VIDEO**, Leon and his wife Patricia take the would-be ship in bottle maker easily and painlessly into a totally fascinating hobby. This video is a fully professionally made production, running for approx 70 minutes, showing clearly all stages in producing an excellent first model. There are maybe tips for the more experienced, too! Price \$20 surface, \$25 airmail.

### MAKING SHIPS IN BOTTLES

Matching **KIT** of essential parts, tools and materials can now 'get you started' quickly....kit contains sufficient for making TWO ships in bottles - the 2 masted 'Beginners' and a Three Masted Barque. Bottle not included. Price \$45 surface, \$50 airmail.

All available from Marine Arts, Seascope, King Street, Robin Hood's Bay, N.Yorks, England . YO22 4SH  
STERLING CHEQUES or DOLLAR BILLS ONLY,  
please. VISIT MY WEB SITE for further details & color pictures - <http://www.seascope.demon.co.uk>

# BOTTLESHIP



EUROPEAN  
ASSOCIATION  
*of*  
SHIPS IN  
BOTTLES



1998



#### TO WHOM IT MAY CONCERN:-

The Association is a non-profit making organisation of approximately 170 Members who produce their own magazine, 'Bottleship', four times a year; it is for circulation solely within the membership and is strictly not for resale.

Current subscription rates are (per annum) : - £12 U.K.; £13 rest of the world: \$20 U.S.A. and Canada.

**MEMBERSHIP** is granted to all persons.

For further information, please write to the **MEMBERSHIP SECRETARY** to whom Membership fees should be sent.

Pat Labistour, "Seascope", King Street, Robin Hood's Bay  
North Yorkshire YO22 4SH -tel. 01947 880512

Sterling Cheques or Foreign paper currency only, please.



THE DUTCH ASSOCIATION OF BOTTLESHIP BUILDERS  
**WELKOM aan BOORD**

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Established : September 1985  
Members : Average over the years: 80  
Magazine : 'Welkom aan Boord'  
Quarterly  
Language: Dutch  
Size: A-5, 20 pages  
Subscription rate: Hfl 25,- / year  
Meetings : Once a year  
Exhibitions : Since 1985: six



The Dutch association is established upon their first meeting in September 1985.

In the beginning of 1985 the few Dutch bottleship-builders were member of the European Association of Ships-in-Bottles (EASiB). At that time the EASiB counted only about 29 members total. Four of them were 'Dutch'. Among them the secretary/editor of the EASiB, the late Mr. Aubry Dunning, lived in Utrecht (NL).

Then in august 1985, in conjunction with the great sail parade 'Sail Amsterdam', one of the sponsors started an advertising campaign, in which Hans de Haan participated with his bottleships. This resulted in an increase of Dutch members.

In September 1985 the Dutch members met in the 'Veluwe Museum' in Harderwijk. There were quit some members who had problems with the English language, but still wanted to be member of an association. So Bob de Jongste from The Hague took the initiative to create a 'Dutch magazine'; with information about the Dutch Ships-in-Bottles scene. It was and is called 'Welkom aan Boord'. From that time on we can speak of the Dutch Association of 'Ship-bottlers'. The magazine started as a 'One-Sheet-A4' leaflet, but by the years has 'grown' to a beautiful (A-5 size) booklet. With the growing of the magazine, also the number member of 'Welkom aan Boord' increased.

Our first exhibition was set up in 1985 in Harderwijk. About 80 bottleships were displayed. The Dutch television was also present, to record this day for a future ten-minute broadcast.

Since that time we have had several exhibitions on different places in Holland; mostly invited by a museum.

Every year we organise a meeting somewhere in Holland, where we bring our latest models built, swap experiences, show pictures, books on bottleships and home made special tools etc.

And here are the men who spend some(-times a lot) of their their time to keep things going:

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6711 JM Ede  
Tel. 0318 613 965

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## THE SHIPS-IN-BOTTLES ASSOCIATION OF AMERICA

Thank you for your query:

The **Ships-In-Bottles Association of America** (S.I.B.A.A.) is one of several affiliated ships-in-bottles associations throughout the world. All share the common goals of promoting the traditional nautical art of building ships-in-bottles through the exchange of ideas, and the hope of advancing the cause of international good will by sharing mutual interests.

While our title indicates that we are an American organization, we have members as far afield as New Zealand, Australia, India, Japan, many European countries, as well as throughout the U.S. and Canada.

Our Journal, **THE BOTTLE SHIPWRIGHT**, is published quarterly and introduces ideas of ship-bottling submitted by our diverse and talented membership. The Journal also contains news of our bi-annual conferences in various parts of the country, competitions and exhibits, articles about bottling ships, photos of member's works, modeling plans and other material related to the art. As a result of the Association many members correspond with one another throughout the world and many new and close friendships have been formed.

We would like to invite you to join us. Current dues are \$ 25.00 in U.S. currency, and checks should be made out to S.I.B.A.A. Please send to:

**Don Hubbard, Membership Chairman**  
**P.O. Box 180550,**  
**Coronado, CA 92178-0550**

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### APPLICATION FORM

**Full name:** \_\_\_\_\_ **Date:** \_\_\_\_\_

**Address:** \_\_\_\_\_

**City:** \_\_\_\_\_ **State:** \_\_\_\_\_ **Zip:** \_\_\_\_\_

**Telephone:** \_\_\_\_\_ **E Mail:** \_\_\_\_\_

**Please briefly indicate your interest and experience with bottled ships:** \_\_\_\_\_

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**PERMISSION TO PUBLISH** revised 1997

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Please fill in in ink. You may photocopy for additional materials or contact the editor for  
additional forms.





LEFT: Member Joe Barr who has come up with the idea and place to hold our conference in April 2001. Joe has been untiring in his efforts to make this a success. And our Prez. Jack Hinkley pose in front of the Museum.

Below : Prez Jack Hinkley stands next to the anchor of the Edmund Fitzgerald, which is on display at the Dossin, Great Lakes Museum on Belle Isle Island, Detroit, Mi.

